

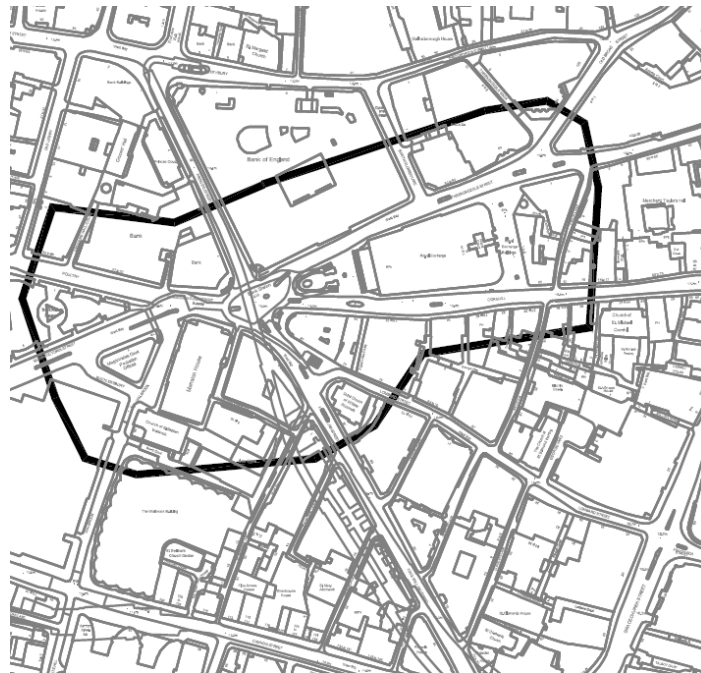
Appendix 6: Objectives Baseline data

This appendix outlines the data sets available to set baseline data in order to measure the improvements delivered through the All change at Bank project. There is Casualty data, Air Quality data and Pedestrian Comfort level data.

Reduction of Casualties:

The extent of 'Bank Junction' when referring to collision data is shown in figure 1:

Figure 1: Area of 'Bank Junction' when considering casualty data.



The below tables are split between casualties that occurred before the Bank on Safety Scheme became operational on 22 May 2017 and those that occurred afterwards.

Table 1: Total casualties (weekdays only)

Bank Junction	Pre Bank on safety	Post Bank on Safety	Total
	(01/01/2012 to 21/05/2017)	(22/05/2017 to 31/12/2019)	
Weekdays	106	45	151
7am to 7pm (weekdays)	81	26	107

Table 2: Pedestrian casualties (weekdays only)

Bank Junction	Pre Bank on safety	Post Bank on Safety	Total
	(01/01/2012 to 21/05/2017)	(22/05/2017 to 31/12/2019)	
Weekdays	36	16	52
7am to 7pm (weekdays)	29	9	38

Table 3: Cycling casualties (weekdays only)

Bank Junction	Pre Bank on safety	Post Bank on Safety	Total
	(01/01/2012 to 21/05/2017)	(22/05/2017 to 31/12/2019)	
Weekdays	36	16	52
7am to 7pm (weekdays)	31	10	41

The below table shows the number of casualties per calendar year. It is split between weekdays (total number of casualties) and separated out is the 7am to 7pm timeframe where the timed traffic restriction operates. This time frame is also reflected in the weekend table for consistency.

Table 4: Casualties per calendar year (weekdays only)

Bank junction		2012	2013	2014	2015	2016	2017	2018	2019
Total	Weekdays	19	22	25	13	22	18	15	17
	7am to 7pm	16	19	19	11	12	13	8	9
Pedestrians	Weekdays	4	10	7	7	5	9	6	4
	7am to 7pm	4	9	6	6	2	7	3	1
Cyclists	Weekdays	9	6	9	4	6	7	3	8
	7am to 7pm	7	6	7	4	5	5	1	6

Table 5: Casualties per calendar year (Weekends only)

Bank junction		2012	2013	2014	2015	2016	2017	2018	2019
Total	Weekends	1	2	4	2	0	2	4	2
	7am to 7pm	0	0	2	1	0	0	4	1
Pedestrians	Weekends	0	1	0	1	0	0	2	0
	7am to 7pm	0	0	0	1	0	0	2	0
Cyclists	Weekends	1	1	2	1	0	0	0	1
	7am to 7pm	0	0	2	0	0	0	0	0

Air Quality: NO₂ monitoring at and around Bank.

Diffusion tubes are located at various sites at Bank junction and surrounding area to collect data on NO₂ over time. It is not possible from diffusion tube data to distinguish air quality at different times of the day.

Table 5 – Bank area diffusion tube annual mean ($\mu\text{/gm}^3$)

Site	Location	2016 ^c	2017 ^c	2018 ^c	2019 ^c	2020 PROVISIONAL
Bank 1	Cannon Street	78	65	50 ^c	40	47
Bank 2	Queen Victoria Street	72	59	58	51	42
Bank 3	King Street	52	52	52	47	37
Bank 4	Corner of Poultry and QVS	71	60	63	55	43
Bank 5	Magistrates Court	66	63	53	56 ^c	44
Bank 6	King William Street	76	70	61 ^c	61	55
Bank 7	Lombard and KWS	57	58	56	54 ^c	37
Bank 8	Lombard Street	59	56	56	45	35
Bank 9	Lombard Street and Cornhill	68	62	60	46	42
Bank 10	Cornhill Bank Junction	71	67	66	57 ^c	39
Bank 11	Cornhill-Royal Exchange	61	57	62 ^c	41 ^c	31
Bank 12	Threadneedle Street	85	69	62 ^c	42 ^c	37
Bank 13	31 Old Broad Street	59	57	53	45	37
Bank 14	Wormwood Street	64	61	57	49	42
Bank 15	3 London Wall	64	54	65	53	44
Bank 16	81 London Wall	60	59	62	53	53
Bank 17	55 Moorgate	69	66	66	52	44
Bank 18	85 Gresham Street	53	54	52	46	37
Bank 19	Lothbury	45 ^c	44 ^c	45	39	29
Bank 20	Princes Street	78	74 ^c	69 ^c	49 ^c	43
Bank 21	Gracechurch Street TKMax	-	68 ^c	64 ^c	46 ^c	-
Bank 22	Gracechurch Street Leadenhall	-	66	62 ^c	51 ^c	49
Bank 23	Fish Street Hill	-	66 ^c	61	43	39

Note

c = data has been annualised due data capture being <75%

Note

2020 is still provisional and requires annualising where necessary and bias adjusting when the Defra Bias adjustment figures are available.

Those sites that are closest to the junction are highlighted in **Bold** in the site column.

Table 5 gives the published annual mean NO₂ values between 2016 and 2019 and the provisional data collected for 2020. The 2020 data still requires bias adjustments to be undertaken and so is subject to change.

The WHO guideline recommends a maximum of 40 µ/gm³ of NO₂ as an annual average.

Pedestrian Comfort Levels.

Table 6 shows the estimated pedestrian comfort levels of the proposed design using 2018 pedestrian count figures. This provides a comparison to the comfort level measured in 2018, and the estimated improvement of the interim footway widening scheme at Bank completed in the summer of 2020.

The data shaded blue highlight areas of footway that remain uncomfortable or very uncomfortable. Those that meet or exceed the Transport strategy aim of B+ are shaded green, and those that are close to meeting the Transport Strategy aim are shaded yellow.

As can be seen, if pedestrian numbers remain at 2018 numbers, it will not be possible to meet the Climate Action Strategy aim of A+ footways. If as expected, pedestrian numbers increase in the coming years, then it is likely to be even more difficult to meet the Transport Strategy aim of a B+.

Table 6: Pedestrian comfort levels at various points around Bank.

Site description	Site plan reference	<i>Actual</i> 2018 Peak hr flow worst case PCL	<i>Estimated</i> Bank on Safety (footway widening) Peak hr flow worst case PCL	<i>Estimated</i> Proposed All Change at Bank Peak hr flow worst case PCL
Princes Street western footway	1	E	C-	C+
Princes Street eastern footway	2	D	C+	B
Threadneedle footway	3	E	E	B-
Cornhill RE footway	4	B-	B-	B-
Cornhill southern footway east	5	C+	C+	C+
Cornhill southern footway west	6	B	A-	A-
Lombard 1	7	F	F	F
Lombard 2	8	F	F	F
Lombard 3	9	C	C	C
Lombard 4	10	C-	C-	C
MH1	11	D	B+	A-
MH2	12	E	C-	B+
MH3	13	B-	B+	B+
MH4	14	D	B-	B+
QVS1	15	A-	A-	A
QVS2	16	A	A	A
Poultry 1	17	C+	C+	B

Figure 2: identifying the location of the pedestrian comfort level count sites

